

**Claims**

1-7 Canceled

8. A method for identifying a type of tire installed on a motor vehicle, the method comprising:

determining at least one characteristic tire property, which describes the type of tire installed on a motor vehicle from a peak-frequency  $f_p$  of a frequency spectrum of at least one motor vehicle tire.

9. (New) The method according to claim 8, wherein the peak-frequency  $f_p$  is determined from the frequency spectrum by means of a numerical analysis method such as according to the principle of Fournier-analysis.
10. (New) The method according to claim 8, wherein the peak-frequency  $f_p$  is ascertained at an exact wheel speed or within an exact range of wheel speeds.
11. (New) The method according to claim 8, wherein the characteristic tire property is stored in a characteristic map or as a mathematical function that describes a correlation between the peak-frequency  $f_p$  of the characteristic tire property while factoring in tire speed.
12. (New) The method according to claim 8, wherein the the peak-frequency  $p_f$  is ascertained at a set target pressure of the motor vehicle tire.
13. (New) The method according to claim 8, wherein the peak-frequency  $f_p$  is fed to one or more other motor vehicle systems such as an antilock braking system (ABS), an electronic stability program (ESP), and a tire-pressure-monitoring-system (DDS).

AP 10737

14. (New) The method according to claim 8, wherein the at least one characteristic tire property is fed to one or more other motor vehicle systems such as an antilock braking system (ABS), an electronic stability program (ESP), and a tire-pressure-monitoring-system (DDS).
15. (New) A computer program product comprising:  
  
an algorithm determining at least one characteristic tire property, which describes the type of tire installed on a motor vehicle from a peak-frequency  $f_p$  of a frequency spectrum of at least one motor vehicle tire.